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An Urban Design Plan for the Everett Harborfront

CITY OF EVERETT PROJECT COMPLETION REPORT

CZM GRANT #G85031BB

June 9, 1985

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Title: Harborfront Urban Design Plan

Planning Group and The Makers (consultants) Everett's of City the ģ Thoresen Peterson Planning supervised and Department Reviewed Authors:

Urban Design Plan for the Harborfront Area of the City of Everett Subject:

Date: June 9, 1989

and Ecology $^{\rm of}$ Department the City of Everett ģ ру conducted Sponsored

Copies may be reviewed from: City of Everett, Planning Dept. 3002 Wetmore Ave. Everett, Washington 98201

Project Number: G85031BB

Length: Approximately 60 pages with maps.

Abstract:

Waterfront is to address various problems. These problems include: automobile and pedestrian areas; separation from the downtown by an inadequate circulation Saltwater a poor Everett's topography; an internal Harborfront and difficult for visitors; and a \mathbf{for} These Plan the Harborfront Urban Design steep which is inefficient image along public corridors. system and of is purpose circulation

The plan, through a set of urban design recommendations, promotes better public access, a framework for growth and development, and an improved design quality to enhance the Waterfront's visual image. While the emphasis has been on promoting the Harborfront's use for the general public's enjoyment, intended that the recommendations benefit the tallocations. related uses as well. placed

and and its prospect view potential, facilities and central location. The principal assets taken as a starting point for the planning work are the Harborfront's vitality, its diversity, and its prospect for dynamic evolution over time. Recognition of these attributes leads to design and recommendations that are ambitious in scope, but will play a vital role in the future of both the Harborfront and the City of Everett as a whole. from to build on solely it does not begin seer, it also seeks to its expansive scale, voor and recreational Harborfront's existing strengths such as its expansive Rather, present public of this plan is that An important aspect of this plan is noint of view of solving problems. wide assortment of uses,

Summary Account

The following has been accomplished:

r interested form of a Task One - Formulation of assumptions and concepts as a basis for developing the central waterfront development plan: This task entailed comprehensive information gathering and numerous strategy sessions involving central city, consultants, and other and concepts emerged in the waterfront property interests, the parties. Basic plan assumptions a detailed plan outline.

Task Two - Preparation of a draft central waterfront development plan: The draft plan was prepared based upon assumptions and concepts defined in task one. The draft plan included the following major elements: 1) background and assumptions; 2) design and development policies; 3) public shoreline development; 4) waterfront view area; and 5) recommendations for implementation. assumptions; development;

The draft plan will be Task Three - Review and finalization of the plan: The draft plan will be circulated for review and comment. Following review, the plan will be finalized with the inclusion of appropriate changes and comments. The final plan will then be printed and made available. HT168. E94 U73 1985 C.2

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An Urban Design Plan for the Everett Harborfront

Prepared for the City of Everett Planning Department

Dennis Derickson: Director David Koenig: Project Manager

By: MAKERS Architecture and Urban Design and Thoresen-Peterson Planning Group

July 1985

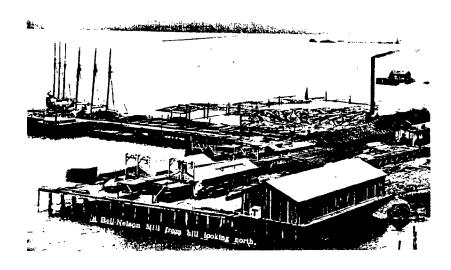
The preparation of this report was financially aided through a grant from the Washington State Department of Ecology with funds obtained from the National Oceanic and Atmospheric Administration, and appropriated for Section 306 of the Coastal Zone Management Act of 1972.

Introduction

From Everett's earliest beginnings, its harbor has played a vital role in the city's life. Cargo yards, logging traffic, and wood products mills stretched along the waterfront fueled the city's economy and defined Everett's work-a-day image. Today, the Harborfront remains Everett's most important physical resource. Log ships and paper mills have been joined by a wide variety of construction and trade related industries, and by the end of the decade a major homeport for a U. S. Navy carrier battle group will be added to the line up of maritime activities. Equally significant is the recent development of recreation and commercial facilities including the largest boat marina in the Northwest, restaurants, shops, offices, a public boat launch, and a park.

Yet, despite the diversity and excitement occuring there, Everett's Harborfront has several problems that inhibit full realization of its potential. Automobile and pedestrian access to its major attractions is often difficult. The Waterfront is separated from the Downtown by an inadequate circulation system and steep topography. Both the Downtown and the Waterfront would benefit greatly from better integration of the two districts. The Harborfront's internal circulation is also inefficient, making it difficult for visitors to get from one point to another.

Equally important, the overall visual image of the area suffers from a lack of design cohesion. Some of the most interesting



activities and attractive views are obscured, and many of the most trafficked areas are unkept, with poorly maintained buildings and grounds.

The purpose of this plan is to address these problems through a set of urban design recommendations to promote better public access, resource utilization, and design quality in Everett's Central Waterfront. While the emphasis has been placed on promoting the Harborfront's use for the general public's enjoyment, it is intended that the recommendations benefit the industrial and Port related uses as well. Specifically, this plan presents recommendations aimed at accomplishing the following goals and objectives:

Planning Goals

- 1. IMPROVE ACCESS TO AND WITHIN THE HARBORFRONT.
 - a. Provide better bicycle and pedestrian access to and throughout the Waterfront's recreational areas and access points.
 - b. Connect the Central Waterfront to the downtown for more effective automobile, bicycle, and pedestrian access.
 - c. Develop shoreline access points that increase the opportunities for the general public to enjoy activities at the water's edge.
 - d. Improve public safety.
 - e. Provide signage and public facilities that make the area more convenient and comfortable for visitors.
- 2. PROVIDE A FRAMEWORK FOR GROWTH AND DEVELOPMENT.
 - a. Plan a circulation system that will support new development and activity over time.
 - b. Encourage a variety of compatible waterfront activities that will enhance each other and lead to an effective use of the water resource.
 - c. Plan for a development structure

that integrates effectively with the adjacent neighborhood and the downtown.

- 3. IMPROVE THE WATERFRONT'S VISUAL IMAGE
 - a. Provide greater visual continuity and a consistent design framework throughout the area.
 - b. Upgrade the appearance of highly visible areas.
 - c. Promote good architectural, signage standards and landscaping of private development.

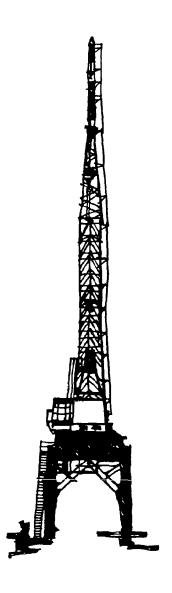
An important aspect of this plan is that it does not begin solely from the point of view of solving problems. Rather, it also seeks to build on the Harborfront's existing strengths such as its expansive scale, view potential, present public and recreational facilities and central location.

The principal assets taken as a starting point for the planning work are the Harborfront's vitality, its diversity, and its prospect for dynamic evolution over time. Recognition of these three attributes, leads to design recommendations that are ambitious in scope, but will play a vital role in the future of both the Harborfront and the City of Everett as a whole.

Contents

This plan is organized according to the following outline:

- 1. Existing Conditions:
 - a. Land use and circulation.
 - b. Visual structure.
- Concept Framework:
 - Access and public improvements plan.
 - b. Design concept for project elements.
- 3. Project Elements:
 - a. Access and circulation routes:
 - 1) Marine View Drive/Terminal Avenue Esplanade
 - 2) Access routes to the esplandade.
 - Access to the water's edge.
 - b. Design standards for public improvement elements:
 - Street furniture, lighting and paving.
 - 2) Landscaping.
 - c. Special features:
 - 1) Skywalk.
 - 2) View tower.
 - 3) Pigeon Creek Park and Fishing Pier.
 - 4) Harborfront Trade Center.
- 4. Implementation:
 - a. Phasing strategy.
 - b. Proposal for a pathway/bikeway from Possession Sound to the east Everett Riverfront.

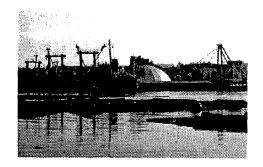


Existing Conditions

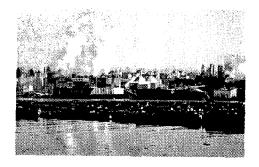
As the existing land use map on the following page shows, the most striking land use characteristic of Everett's Harborfront is its wide variety of maritime activities placed in close proximity to one another. This fact results in a desireable economic vitality and physical richness along the water's edge. However, as the Harborfront's land use and developmental character evolves over time, care must be taken that conflicting land uses are organized for better individual compatability and interpretation of the whole district.

Perhaps the Harborfront's greatest drawback is its isolation from the rest of the city. Railroad lines and steep slopes separate it from the residential areas to the east. Pedestrian access from downtown is difficult because of steep grades, heavy traffic and long walking distances with little amentity or interest. At the same time, automobile access is difficult from the Downtown, because of conjestion which is due in major part to truck traffic slowed by sharp turns, steep grades, and rail crossings. Traffic from the north is also restricted by the circuitous route through residential areas to all major destination points.

Automobile circulation within the Harborfront is less difficult because Marine View Drive is an ample (at present) north-south traffic corridor and the east-west streets provide straight-forward access to activities not directly facing Marine View Drive. New development, however, expecially the Navy Homeport, will place strain on the







system and the streets may require significant improvement. Foot or bicycle traffic is far more difficult and less safe within the Harbor front because of long distances and the virtual non existance of sidewalk or bikeways.

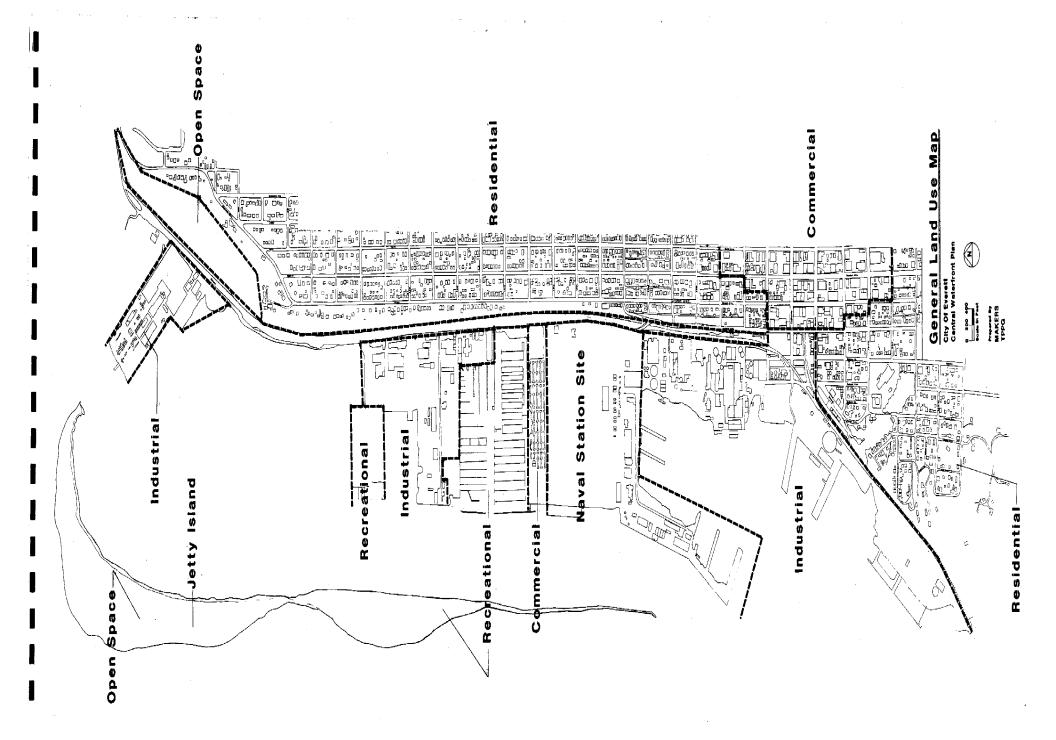
In terms of its visual qualities, the Harborfront is marked by both variety and by separation. One can view scenes ranging from the noisy chaos of the log storage yard to intensely industrial construction sites, massive mill buildings, a beautifully landscaped marina with a new restaurant-retail complex and a secluded saltmarsh teeming with wildlife. At the same time, much of the Harborfront's activity is hidden from view, major water views are obscured and public access points are limited. The visual structure map on the following pages delineates these characterestics.

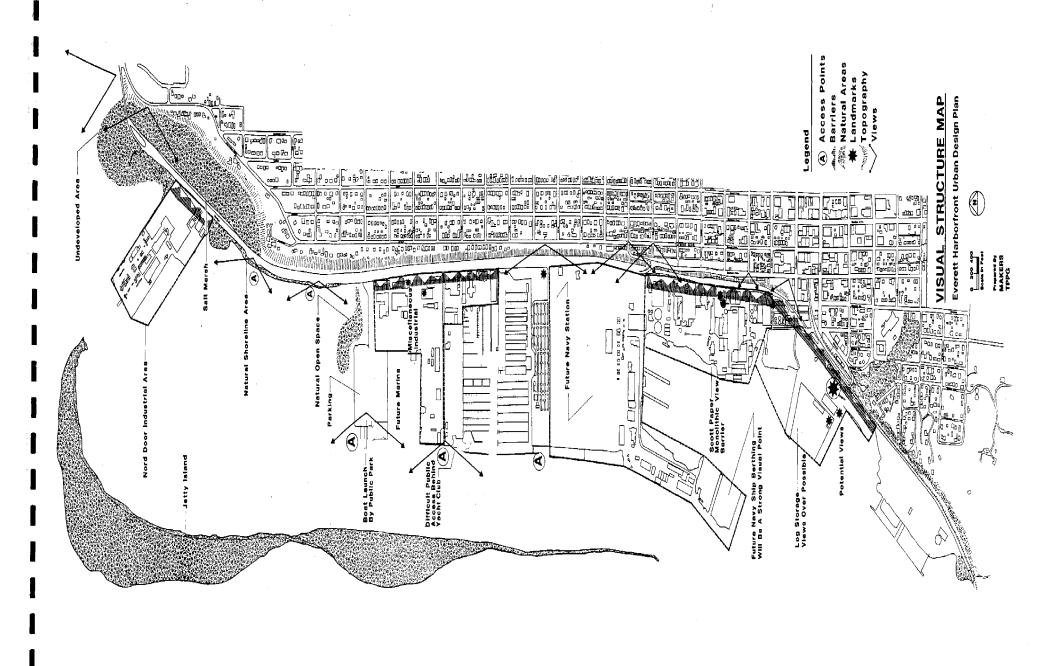
Thus diversity and separation are the two key factors that arise from the survey of present conditions. Promoting greater compatability and harmony among all of the Harborfront's activities and providing more integrated access to them are the major objectives to be addressed.











Concept Framework

To function effectively, any urban district requires a strategic framework that defines the spatial interrelationships, organizes circulation, and provides a direction for growth over time. This is especially true of the Everett Harborfront which, because of its sprawling geography, wide variety of land uses, difficult access, and undefined visual character, requires a stronger, unifying structure to better serve its industial, commercial and recreational users. The actions listed below and described on the Concept Framework Plan are directed at establishing a more effective organizational structure for both existing land uses and individual design elements of this plan.

GOAL 1: INTEGRATE, ORGANIZE AND PROVIDE SUPPORT FOR A WIDE VARIETY OF WATERFRONT ACTIVITIES.

Action: Encourage a range of uses by providing improvements that support:

- 1. New industrial operations at the former Weyerhauser site.
- 2. The projected Navy Homeport development.
- 3. Continued mixed-use recreational, retail and commercial development south of the Marina.
- 4. Extensively expanded marine services near the Marina.
- 5. Significant mixed-use redevelopment north of the Marina including boat moorages and water related uses.
- 6. Mixed-use shallow-draft

industrial and recreational uses south of Nord Door property.

7. Increased commercial development along Hewitt Avenue and California Street to link activity with the Downtown.

Action: Provide recreational uses and public access to the water's edge at several points along the entire length of the harbor. Proposed access points projects include:

- Develop a park/fishing
 pier/viewpoint/restaurant complex
 in the Pigeon Creek vicinity.
- 2. Complete the frontage esplanade in the southwest portion of the Marina.
- 3. Enhance the viewpoint/public dock near the Yacht Club.
- 4. Enhance the park and parking lot landscaping at the Boat Launch.
- 5. Ensure that development north of the pier and south of Nord Door property will have public access points.
- 6. Preserve the salt marsh east of the railroad tracks north of 6th street.
- 7. Protect environmentally sensitive zones on Jetty Island.
- 8. Establish viewpoints overlooking the waterfront at several locations.

Action: Achieve greater compatibility of adjacent land uses through:

1. Providing landscape buffer areas

- between incompatible uses.
- 2. Significantly upgrading older structures in vicinity of the Marina.
- Planning new developments that do not adversely impact adjacent uses.

Action: Seek to develop a trade center south of the Scott Paper property which will provide a focal attraction and link between commercial and service activities of the Downtown and the industrial, and recreational activities of the harbor. Possible elements to be included in a high intensity commercial/public access complex include:

- 1. International trade complex with exhibition area and meeting facilities.
- Design/industrial product show rooms.
- 3. Port related facilities.
- 4. Commercial office space.
- 5. Public attractions including viewing area, outdoor/indoor plaza, and interpretive center.
- 6. Visiting ship moorages.

GOAL 2: PROVIDE IMPROVED CIRCULATION TO AND WITHIN THE WATERFRONT AREA:

Action: Coordinate with current City of Everett traffic planning to provide improved auto access along Marine View Drive and Terminal Avenue.

Action: Develop a pedestrian/bicycle esplanade along Marine View Drive from the Pigeon Creek to the Nord Door property.

Action: Connect the esplanade to Downtown through improvements to Bond Street, Hewitt Avenue, and California Street. Construct a pedestrian bridge over Marine View Drive to provide better pedestrian safety along California. Construct a pedestrian skywalk overpass over the railroad from 21st Street and Grand Avenue to the Marine View Drive esplanade. Improve Grand Avenue from Pacific Avenue to 21st Street as a pedestrian/bicycle link from Downtown to the north Waterfront.

Action: Improve access along streets to the water's edge from the Marine View Drive esplanade. Place particular emphasis on linking key access points along 13th Street and 9th Street (to boat launch).

Action: Eliminate curb cut entries along Marine View Drive except for major facilities (e.g. Navy Homeport) and access streets (13th, and 9th). Entrances to business shall be from the east-west streets.

Action: Develop a self-guided boardwalk/ nature trail into the salt marsh and Jetty Island.

Action: Provide better, more visible access to public pier south to the Yacht Club.

GOAL 3: STRENGTHEN AND ENHANCE THE WATERFRONT'S VISUAL IMAGE:

Action: Adopt a set of design standards for public improvements throughout the Waterfront to add a cohesive image of permanence and quality. Design standards shall reflect the area's urban context and bridge between its industrial character and

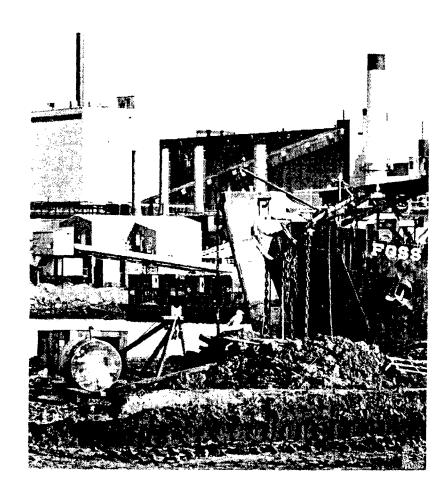
bridge between its industrial character and the pedestrian scale.

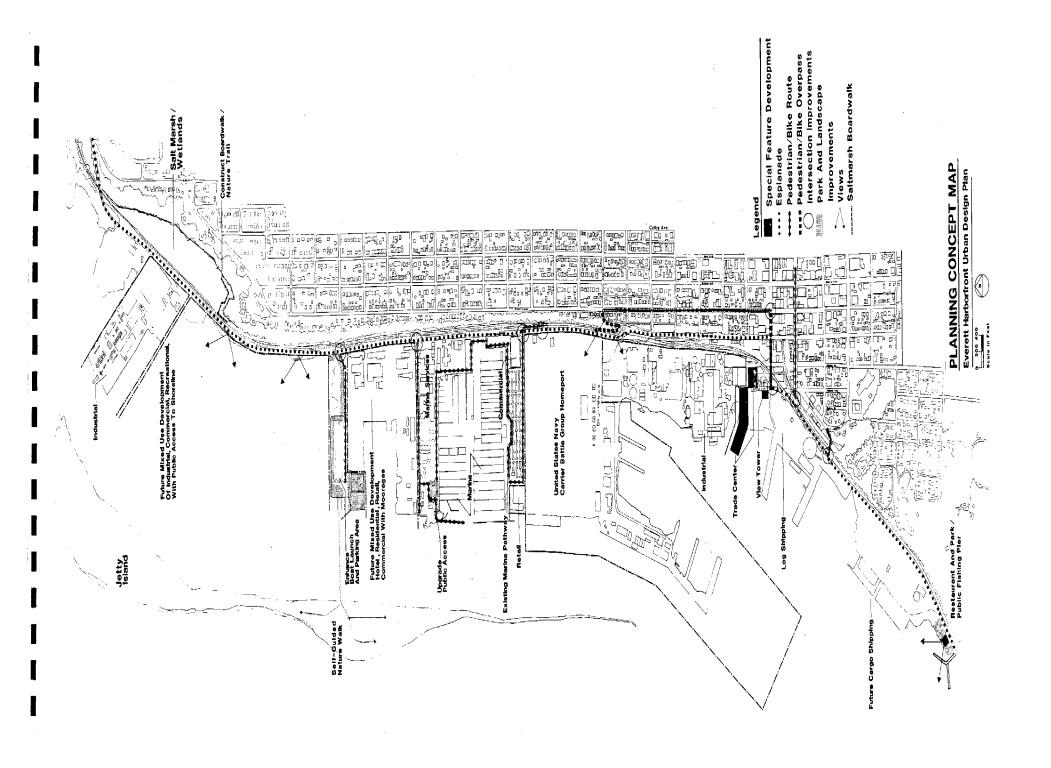
Action: Construct a system directional and informational signage for watefront activites and services. Control private commercial signs to avoid a chaotic visual appearance.

Action: Implement a landscape/urban design plan that unifies the waterfront's visual appearance, enhances existing resources, buffers unsightly areas and provides a variety of landscaped areas from and intensely urban to natural condtions.

Action: Enhance the viewpoint at 21st Street and Grand Avenue. Establish a viewpoint at the south waterfront and a view tower near California Street and Terminal Avenue. Provide safe viewpoints of industrial activites so that visitors can gain an appreciation of the working waterfront.

Action: Promote a broad based private campaign to improve the quality of architectural design and building and grounds maintenance.





Design Elements

The primary means of implementing the goals and actions outlined in the Conceptual Framework is a series of public improvements intended to improve circulation, upgrade public access points and enhance the visual character of Everett's harbor. The following sections describe the improvements for pedestrian/bicycle access, design standards for lighting, street furniture, landscaping and signage, and proposals for special projects to promote the waterfront's usage and continued development. The location of these improvements is shown on the Access Improvement Key Plan on the proceeding page. It is important to note that the sketches presented are not intended to be final designs but rather design concepts that will be subject to some modification as the project components are implemented.

Marine View Drive / Terminal Avenue Esplanade

Providing a continious and safe pathway for pedestrians and bicycle traffic along the waterfront is the keystone of this plan. It is the component that links large land areas, access points and special features into a cohesive district, and it is also the most important unifying element of the waterfront's visual image.

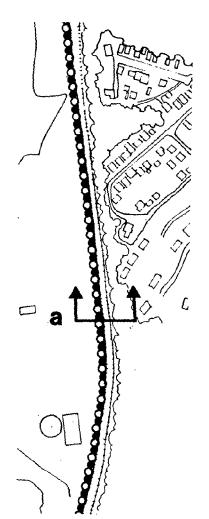
Providing a sufficiently wide pathway for safe bicycle and pedestrian traffic is quite problematictical in several portions

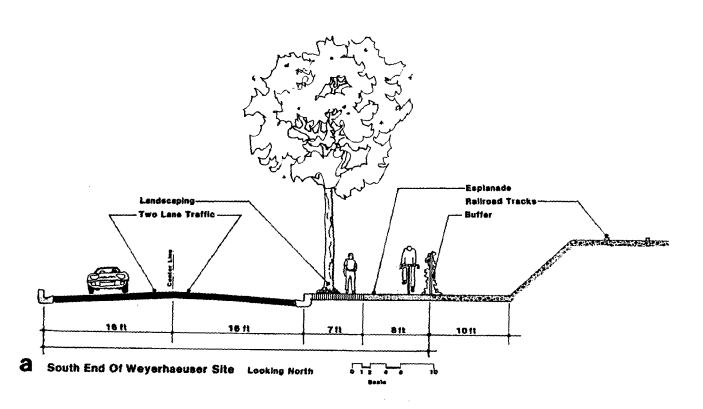
of the route. The esplanade section within the old Weyerhause property is planned to follow the west side of the railroad tracks to avoid the eventual truck traffic and turn-offs into the future port area. The intersection at Bond Street requires some sidewalk and street realignment. The stretch from Bond Street north to Hewitt Avenue is very constrained by existing structures on the west and the railroad right-of-way on the east. This section will require some realignment of the fence line and extention of the sidewalk to provide for both truck and pedestrian access. The intersection of Hewitt Avenue and Terminal Avenue is an important point because Hewitt will be a major pedestrian connector from Downtown. Sidewalk and bikeway improvemetns are necessary at this intersection as well as some street . alignment and significant landscaping.

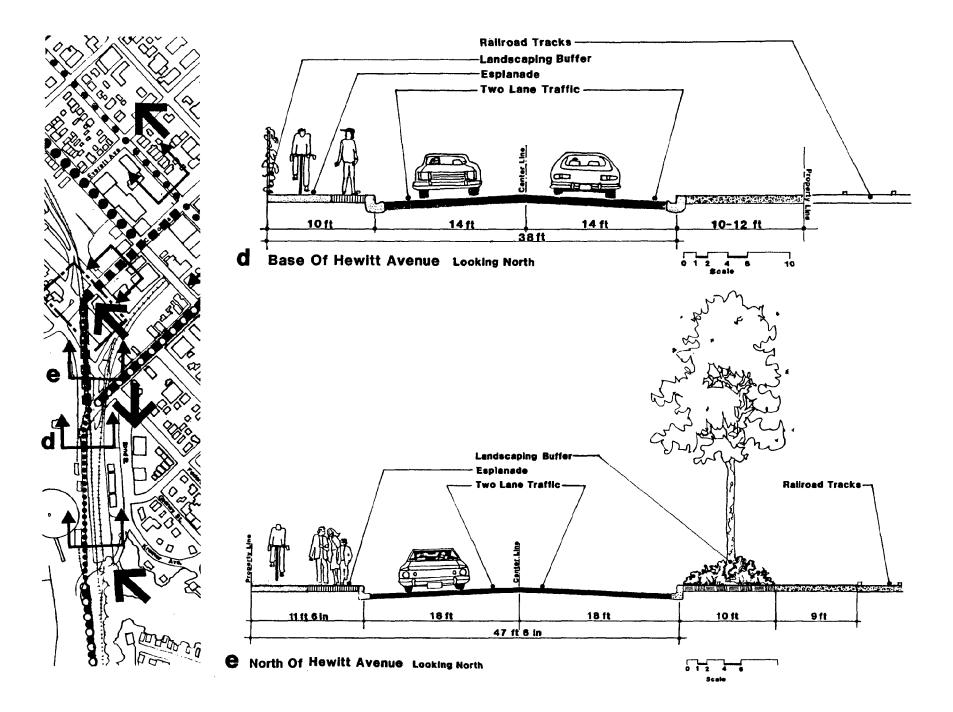
The construction of a view tower/pavillion near the intersection of California Street and Terminal Avenue is strongly recommended. If possible, the view tower should be connected to the east via a two block pedestrian bridge aligned directly over the northern California Street sidewalk. North of California, the esplanade is routed down the west side of Norton Avenue/Marine View Drive. The typical sidewalk section for this portion is a seven foot wide walking area surfaced with unit pavers next to the curb and an eight foot wide two-way bikeway. The section in front of the proposed Navy base makes use of the twenty foot

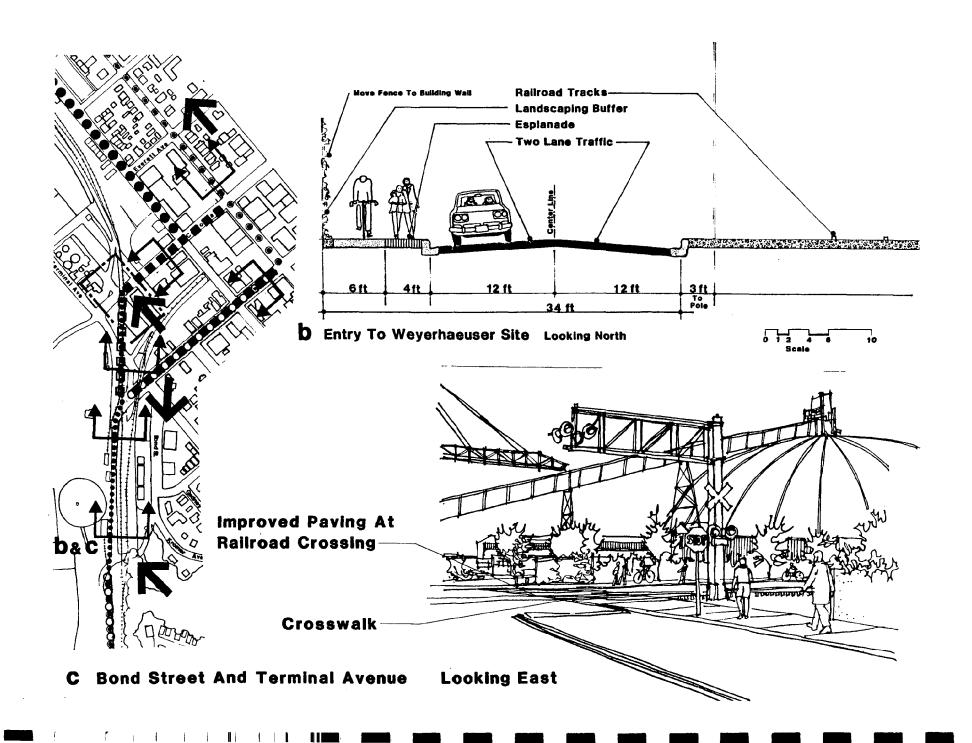
security clear zone for the bikeway to allow for a double row of trees. Curb cuts and driveways are restricted along Marine View Drive except for major facilities such as the Navy base. Access to commercial areas will be from the east-west cross streets and large signs at these intersections will direct visitors to the

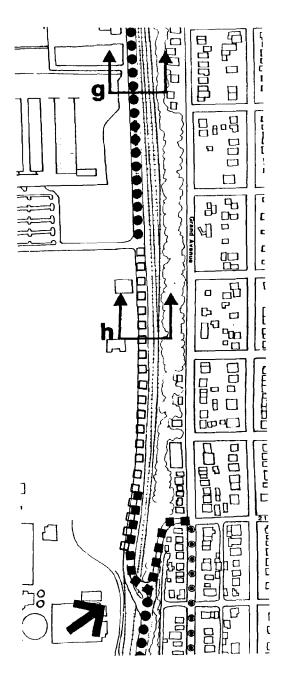
businesses and attractions. There is already a landscaped bikeway north of 9th Street. This section can be upgraded to provide for increased use. However, it is recommended that this improvement be postponed until heavier foot and bike traffic requires a wider lane or until the adjacent shoreline is developed.

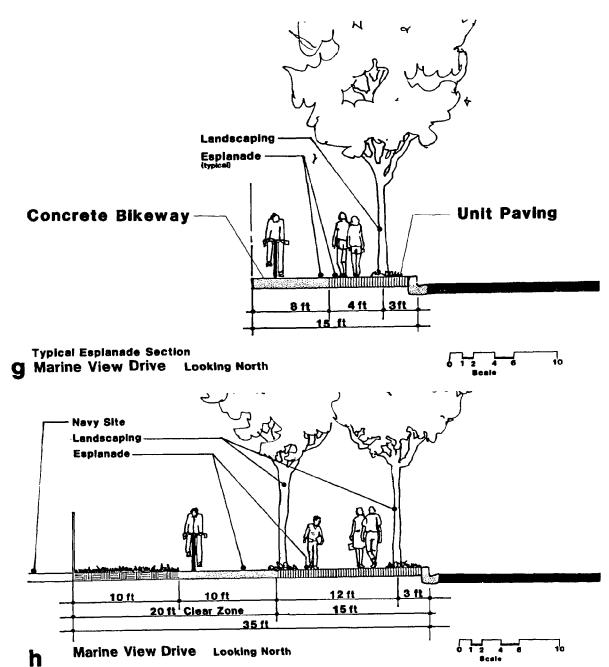


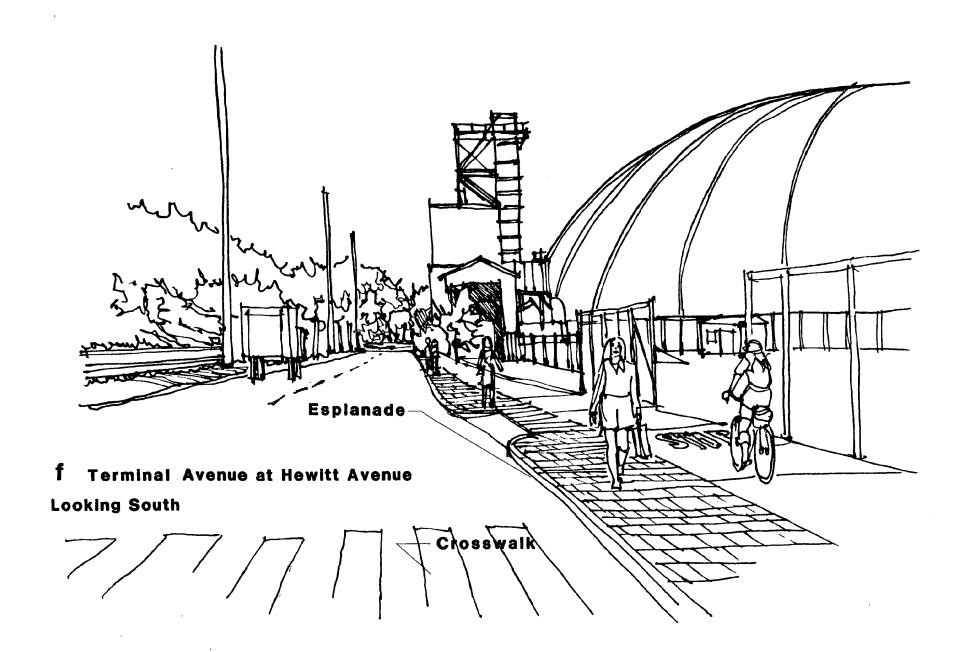


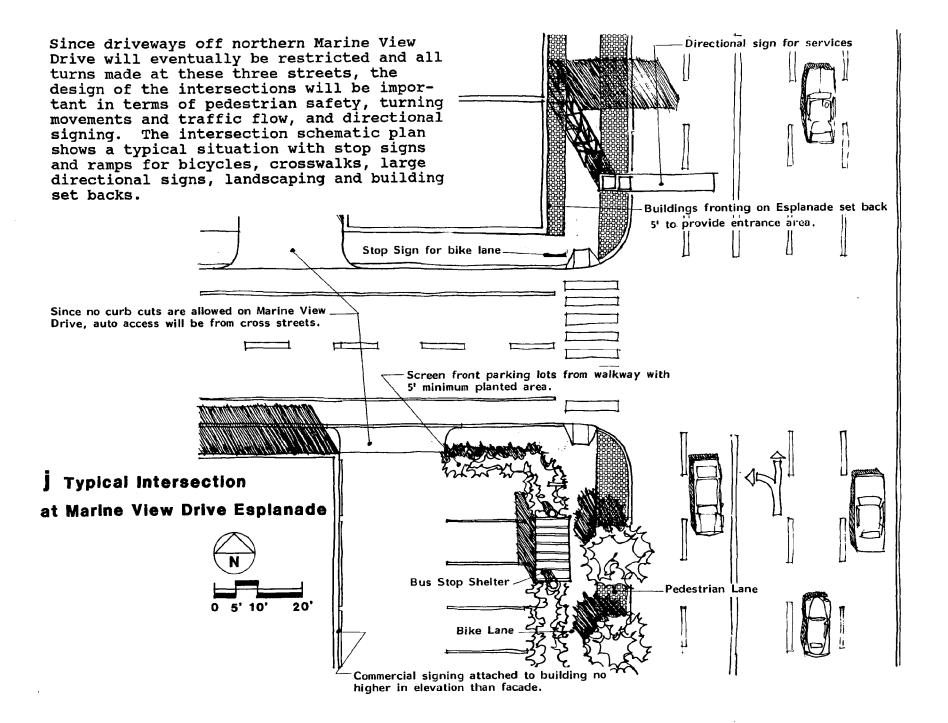












Access Routes To The Esplanade

The esplanade will provide safe bicycle and pedestrian movement north and south along the edge of the harbor area. To be truly useful, however, it must be linked to the Downtown and adjacent residential areas. The improvement of the following access routes is a necessary component of the overall circulation strategy.

It is especially important at the industrial area intersections that special emphasis be placed on separating and resolving potentially dangerous conflicts between foot, bicycle, rail, auto, and truck traffic. The final engineering designs for these areas consider sight lines, stopping and turning movements, grade separation, and traffic signage and signalization.

Bond Street

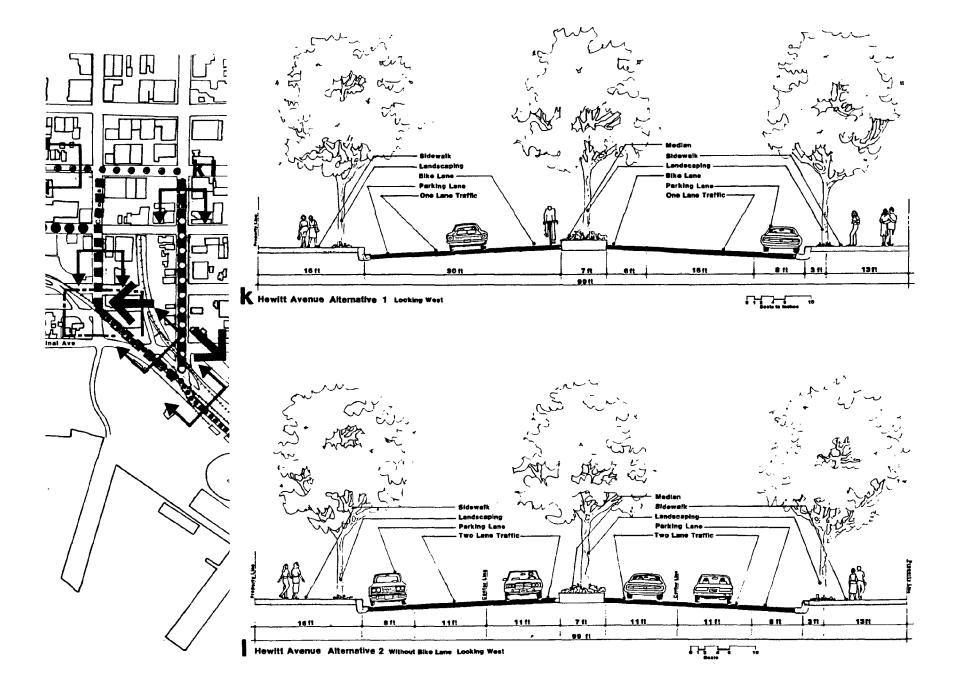
Bond street provides the southernmost street access to the Terminal Avenue corridor. Step grades and narrow width preclude it from becoming a major trucking route and it will be a convenient way for visitors to reach the proposed restaurant/park/ fishing pier near Pigeon Creek. Bond Street should have improved sidewalks, signage, marked crosswalks and pavement improvements at railroad crossing. There are several open areas in this vicinity which deserve landscape planting.

Visibility is also an important consideration because of the railroad overpass, on-grade railroad crossing, street curvature, and future industrial traffic along Terminal Avenue.

Hewitt Avenue

Hewitt Avenue is a very wide street with potentially excellent access to the waterfront. The Everett Central City Development Plan calls for Hewitt Avenue to be the principal entry point to Downtown from the freeway and a major pedestrian oriented spine within the Downtown core. Presently, trucks are restricted from using Hewitt Avenue because of low clearance at the railroad overpass. It may be possible to lower the street at this overpass to achieve higher clearance and allow truck traffic.

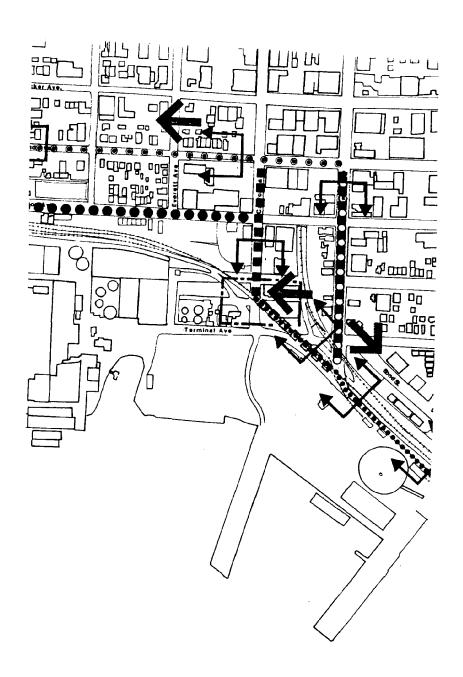
If truck traffic is not introduced, then Hewitt will remain an obvious pedestrian route connecting Downtown to the waterfront. Recommended pedestrian and bikeway improvements include planting street trees along the wide sidewalks and designating bike lanes in the street. Hewitt Avenue is boulevarded with a median in the Downtown core. This median should be continued to the railroad overpass. Bicycle safety will be especially important in the railroad overpass vicinity and an area should be provided for all bicyclists to dismount and cross the crosswalk on foot.

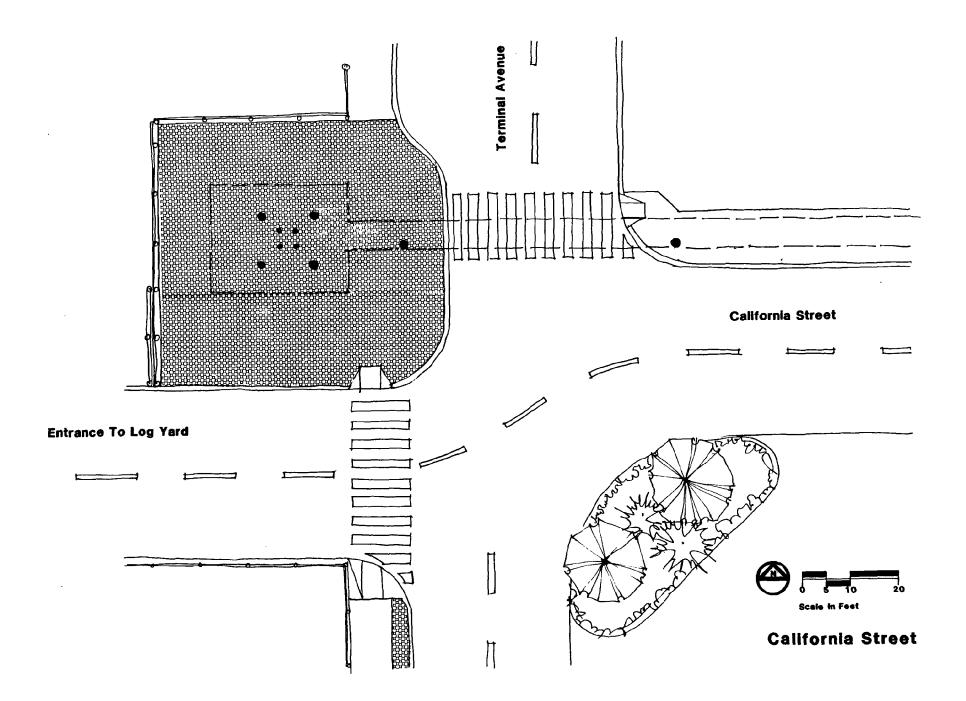


CALIFORNIA STREET

California Street is presently the major truck route into the industrial harbor even though the grades are steep and the turning radius limited. At the same time, the foot of California Street is a logical place for the view tower and Californa does provide the quickest access to the Waterfront from the retail district and the proposed Jackson Center. Also, if truck traffic is eventually moved to Hewitt, Californa could become a more suitable pedestrian route. Obviously, phasing of pedestrian improvements to the two east-west streets is dependent upon other factors such as resolution of truck traffic route, development of Jackson Center, and achievable budget for access improvements.

The optimal solution for pedestrian traffic along California Street, given adequate budget and assuming present truck traffic, is the construction of a pedestrian bridge from west of Grand Avenue to the proposed view tower on the eastern portion of the log yard. This would encourage pedestrians from Downtown by providing closer access than Hewitt Avenue with gentler grades and separation from the truck traffic. The route also relates to the Everett Herald's offices and allows bicyclists to use the sidewalk under the overpass. This solution, though seemingly costly in the short run will assume an important role in promoting an appreciation of the industrial waterfront, and in the eventual development of the trade center.

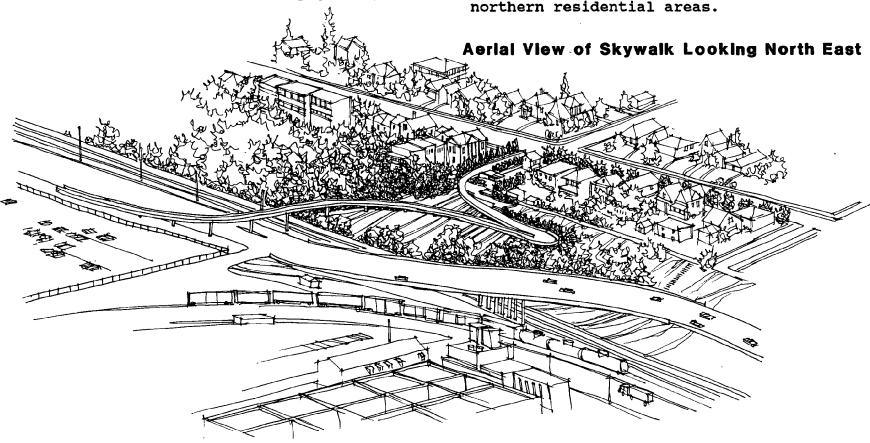


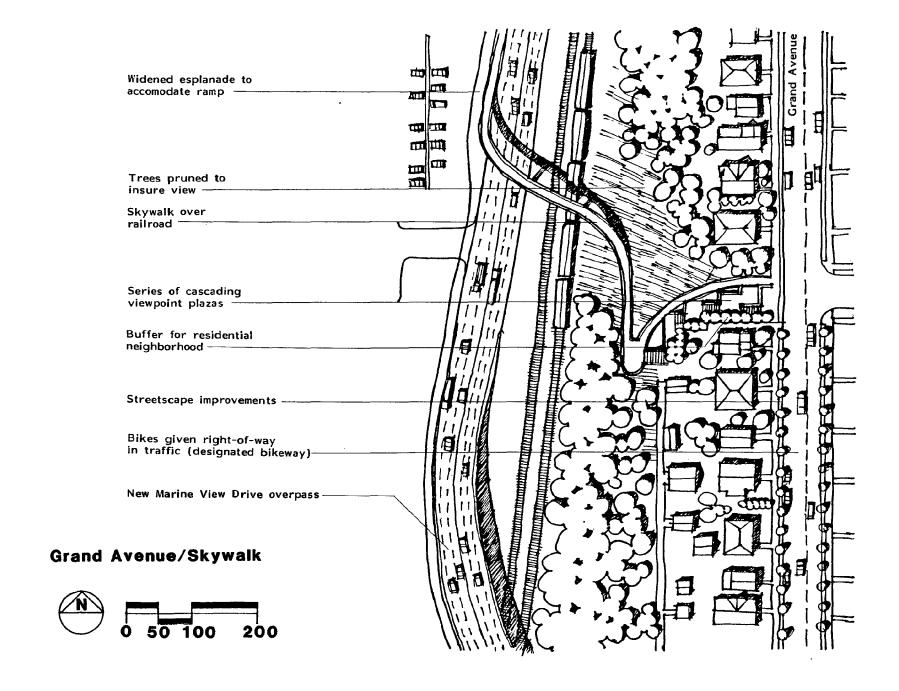


Skywalk

With the development of the Navy Homeport and other major waterfront projects, substantually increased automobile traffic will require the widening of Norton Avenue/Marine View Drive. Studies are currently underway to examine lane configuration options and necessary right-of-way improvements. It appears that achieving a 15 foot section for pedestrians and bicyclists from Everett Avenue north to the Norton terminal site of the Navy Homeport may be difficult and even if it is possible, steep grades,

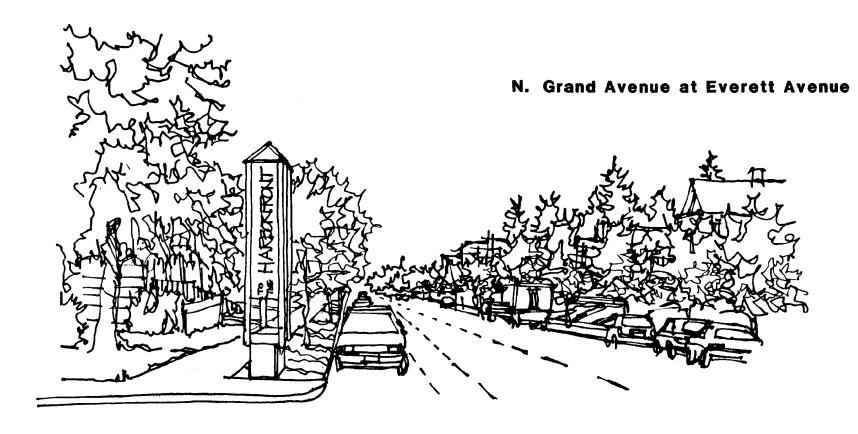
heavy traffic, and difficult crossings to Downtown lessen the desirability of this route to the pedestrian and bicyclist. Another long range option for the northern connection of the esplanade into Downtown is a skywalk from Grand Avenue and 21st Street to the waterfront. This route would require a dramatic structure utilizing a similar route to the present 21st Street ramp. Despite its cost, the skywalk would provide excellent views of the waterfront and a safe connection from Downtown and the northern residential areas.

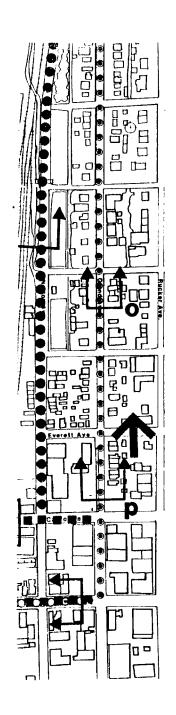


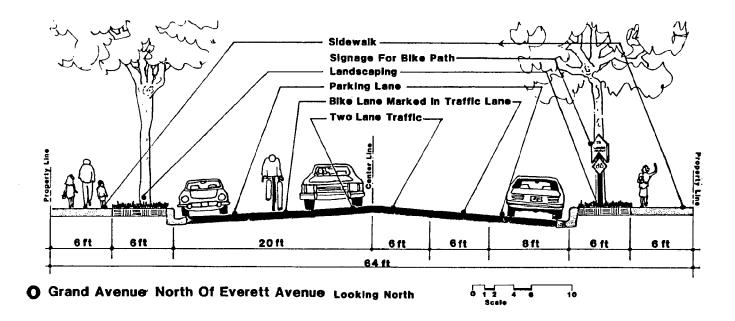


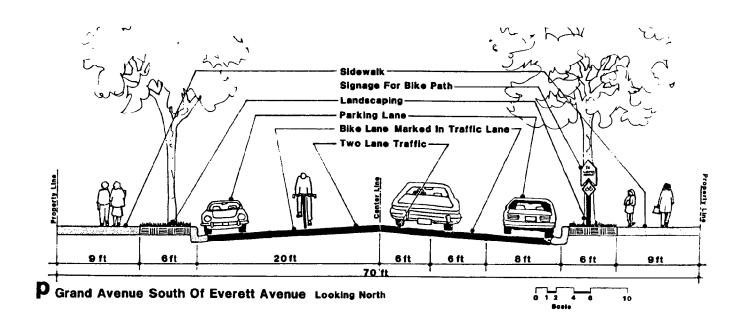
This proposal calls for the designation of Grand Avenue between Everett Avenue and 21st Street as a designated bikeway and a viewpoint park at the skywalk connection. There is not enough right-of-way to allow bicycle lanes within the Grand Avenue

roadway, but pavement markings and signage plus low speeds and traffic volumes on Grand should be sufficient to allow safe movement. The residential character of the street should be enhanced with sidewalk pavement improvements and street tree plantings.









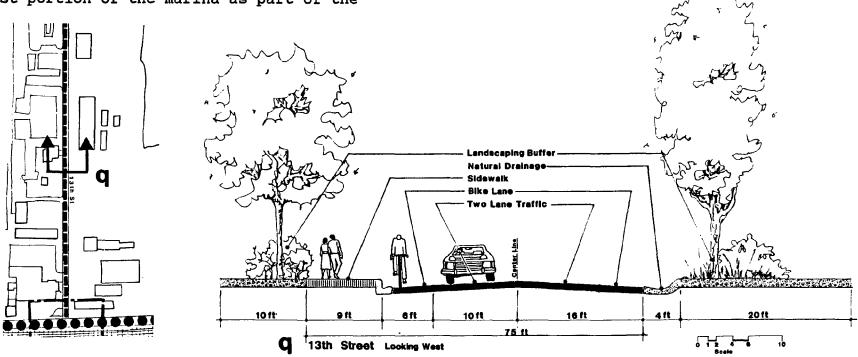
Access From Marine View Drive To The Waters Edge

The esplanade along Marine View Drive will upgrade movement along the waterfront's four mile north-south corridor but the area's public water access areas and other attractions are located about a quarter mile west of the esplanade at the water's edge. Three major roads presently link these features. The road to the new Marina Village retail and service development at the south end of the marina already provides excellent bicycle and pedestrian access along the main entrance road and also along the marina promenade. This promenade will be extended along the southeast portion of the marina as part of the

proposed office development there and should be connected to the Marine View Drive esplanade when that system is constructed.

The access road north of the Marina has no sidewalk and only minimal landscaping to buffer recreational marina activities from unkempt industrial properties to the north. A significant upgrading of these elements is recommended.

The third east-west link is the road out to the boat launch (9th street). This heavily used street to recreational facilities also requires the construction of sidewalk, bikelane and substantial landscaping to serve as an effective access route.



Design Standards

Providing convenient, safe routes to the harbor area and the water's edge is, of course, the first step in promoting public access and enjoyment of the marine environment. Equally important in the long range realization of the waterfront's full potential is enhancement of its visual image. If the Everett harbor area is to achieve a dynamic, positive identity as a setting for trade, industry, business and recreation, then its visual appearance must be upgraded. The design standards described on the following pages are intended to provide a consistent and organized visual backdrop to the wide variety of activities and physical structures at the waterfront. Also, adopting a uniform set of standards, simplifies phased construction, maintenance and fixture replacement.

Pavement

Pedestrian sidewalk and bikeway pavements must be both functional in terms of safety and maintenance and visually distinctive so that these routes are easily identified.

The recommended pavement for walking surfaces is interlocking unit paving which provides a very durable, slip resistant surface and will not crack due to ground

settlement. Unit paving will reinforce the separation of bicycle and foot traffic. The surface is also permeable so the pavement may be extended nearly to the trunks of trees and tree grates will not be necessary. "Unidecor" octagonal/square pattern paving by Westcon Construction Products is the recommended pavement style. It has good strength characteristics, is relatively easy to install, is readily available and presents an attractive, uniform pattern. A "buff" color is recommended to contrast with the bicycle lane pavement and add a warmer character to the street.

The bicycle lanes, when part of the sidewalk and separated from traffic, should be standard concrete sidewalk with 2 pound lampblack per cubic yard of concrete added, and a light broom finish applied. Score in four foot square panels so that there is a center score line down an 8' bikeway.

Pavement Markings

All bicycle lanes in the street shall be denoted with a continous green lane marking 8" wide and bikeway symbols stenciled in the lane. STOP signs at intersections shall be stenciled on applicable bike lanes.

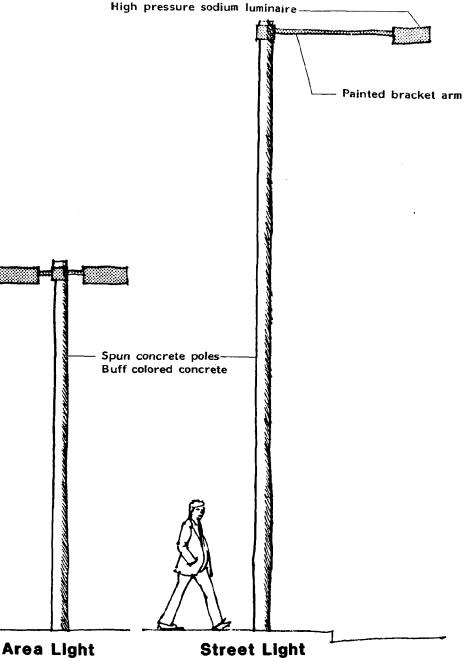
Approx. 1'-6" x 1'-6" opening in unit pavers for street tree and ground cover. Concrete with light broom finish and 4'x4' scoring pattern for bicycle path. "Unidecore" unit paving - buff color for walkway surface. Cross street paving varies. See section.	Concrete curb and gutter
When 20' curb radius is used, extra sidewalk must be built at intersection.	
Highly visible crosswalk pattern is necessary on esplanade.	

Paving Detail

Lighting

Light fixtures shall be selected and located on the basis of lighting engineering design and applicable safety standards. Poles approximately 30 feet tall are appropriate along Terminal Avenue and Marine View Drive. However, poles approximately 15 feet to 20 feet tall should be considered for secondary roads and parking lots. Lighted bollards are recommended for low level lighting and special lighting of signage and special features, such as the sky walk and view tower, should be encouraged.

Spun concrete poles are recommended. They are fabricated locally and their appearance will relate well with both the industrial and recreational activities. A buff color ("Sonoro Gold Exposed" by Centrecon or approved equal) will coordinate with the unit paving. The light fixture, bracket and mast arm shall be painted in the signature color to match other features.

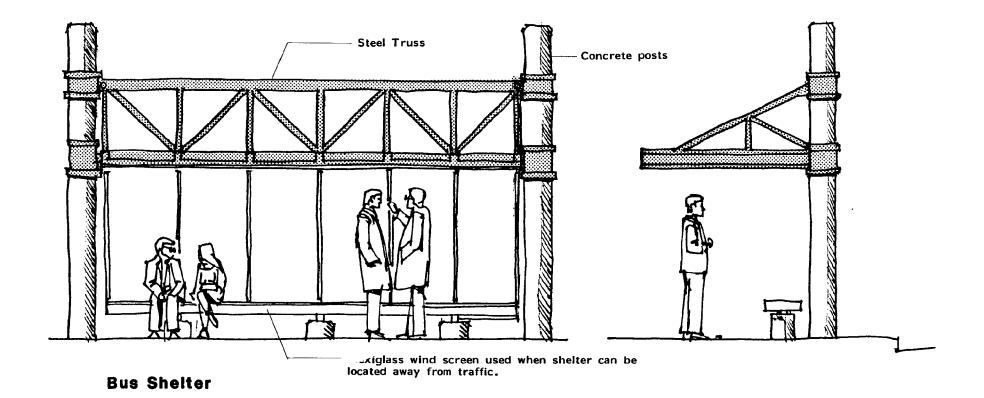


Parking Lot /Pedestrian Area Light

Bus Shelter

The bus shelter design concept shown in the sketch is intended to coordinate with the marine industrial design character of signage and other architectural features. When possible, bus shelters should be

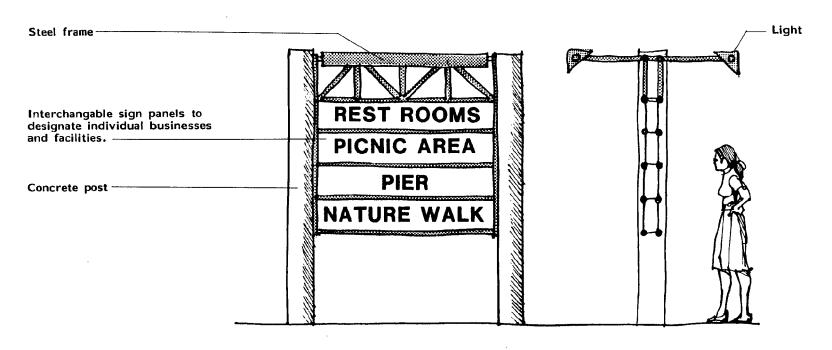
placed on the west side of the esplanade away from the curb. This location will allow a plexiglass wind screen at the back side of the shelter. If no vacant property is available, the shelter's cantilevered structure allows the support poles to be aligned with the street trees, 3 feet in back of the face of curb.



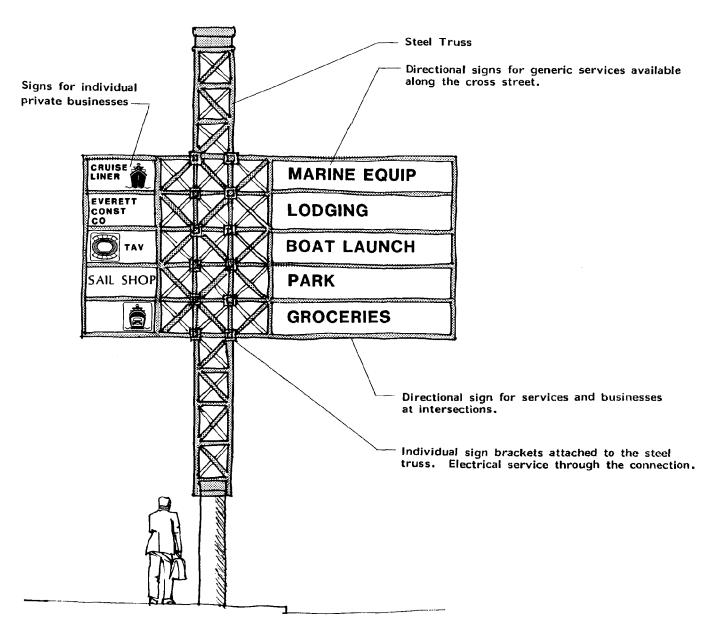
Signage

Since many Waterfront attractions are not located directly on Marine View Drive, large directional signs will be required at major intersections to route visitors to their destination. The sketch shows one possible concept for such a large sign with interchangeable sign panels. Smaller signs could then be used along lesser access

routes to identify the individual businesses and attractions. Whatever the final design, all signage should be a coordinated system. Private commercial signage shall be restricted to signs on buildings no higher than the building facade, or pedestrian scaled signage less than 12 feet high. A sign ordnance or other means of design control should be instituted for this purpose.



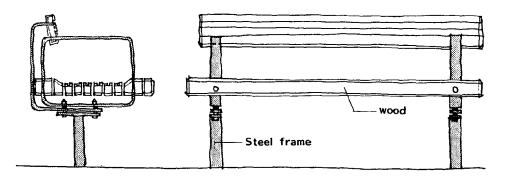
Small Sign



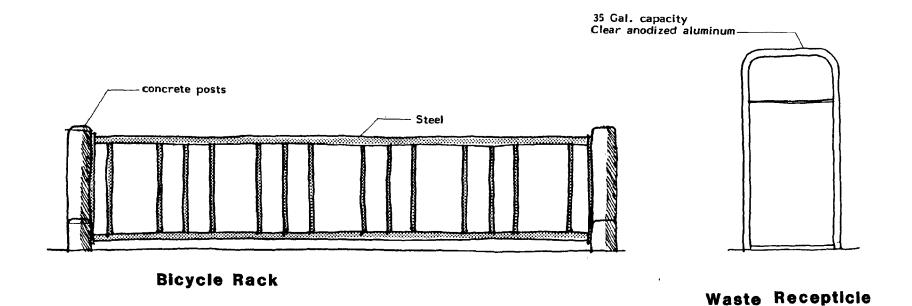
Large Directional Sign at Marine View Drive Intersection

Street Furniture

The benches, waste receptacles, bicycle racks and other small scale street furniture elements should be serviceable, durable, and easily replaceable. Therefore the recommendations for these elements were taken from standard manufactured products. The design character of all of the elements reflects a straight forward, functional appearance rather than a historic flamboyant style so that they will complement the variety of settings and building styles found along the waterfront.



Bench



Landscape Planting

The planting of landscape materials and development of parks and outdoor activity areas is a critical aspect of the urban design plan. The intent of the landscaping component is not to engulf the harbor area with a sea of greenery. The Harborfront should maintain its urban, marine industrial and commercial character. Within that context, landscape features are recommended along the waterfront to achieve a variety of purposes:

- 1. Uniform street tree plantings are recommended to add continuity along the esplanade and principal access routes. Distinctive area plantings will also help to identify facilities such as the boat launch and the viewpoint park on Grand Avenue.
- 2. Several activities require a strong landscape treatment to buffer them from adjacent land uses. Other areas would benefit from a softening that landscaping can provide. Parking lots and unused industrial areas should be landscaped.
- 3. Reinforcement of the natural qualities of certain areas, such as the Pigeon

Creek outlet and the shoreline north of the boat launch, would provide both visual and ecological benefits.

- 4. Enhancement of public parks and access points such as the boat launch are especially important, given the waterfronts' overriding industrial character.
- 5. Modest landscaping of small areas such as the hillside at the Bond Street overpass would do a great deal to "clean up" the waterfront's overall appearance.

The plant list/matrix and plan on the following pages outline the landscape component. The matrix lists the recommended plant materials and identifies the settings for their use. For example, the trees recommended for the esplanade trees are denoted in the matrix with a solid dot in the appropriate column. Alternate plant materials to be used if the recommended materials are not available are noted with an open dot.

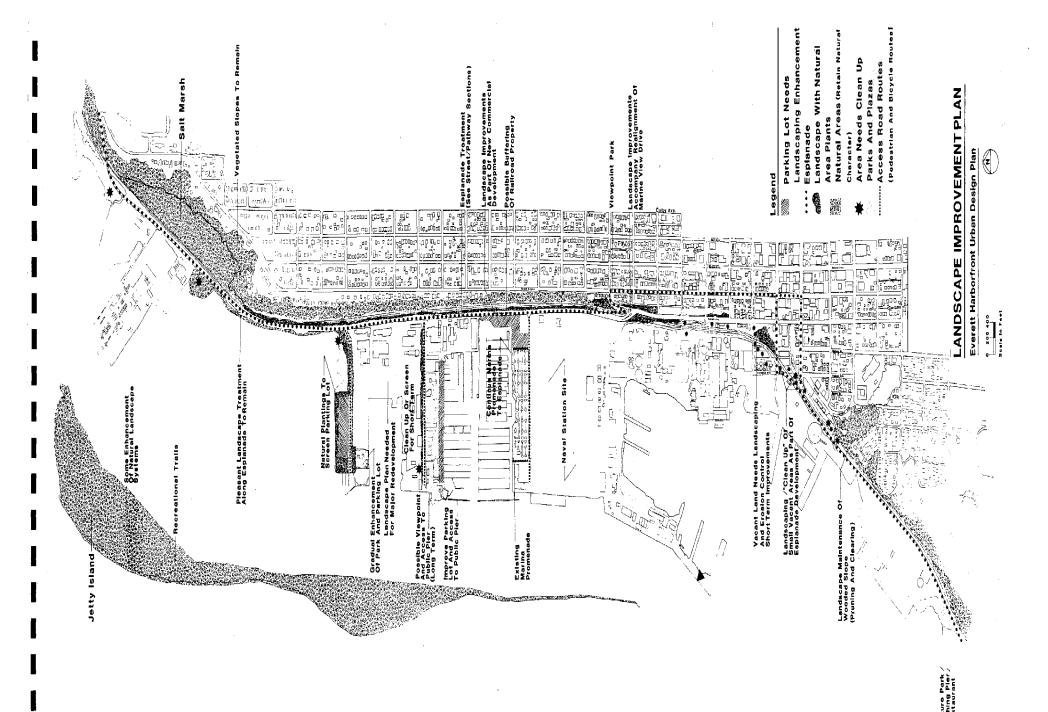
The landscape plan is not intended to serve as a rigid or final design. Each of the smaller sub-areas should be designed in detail within the guidelines and framework of the larger waterfront.

Plant Materials Matrix

TREES BOTANICAL NAME	COMMON NAME	FORM	SIZE	FEATURES	DATE	Natural Area	Plazas & Formal Area	Esplan- ade	Parking Lots
BOTANICAL NAME	COMMON NAME	FURM	312E	PEATURES	RATE	ATE	AI Ca		
Acer platanoides	Columnar Norway Maple	Columnar	60'/20'	Fall color (yellow)	dense,slow growth			0	
Acer rubrum	Armstrong Red Maple	Columnar	50'/15'	Fall color (red)	fairly fast			0	
Acer rubrum	*Scarlet Sentinel Maple	Columnar	60' / 25'	Fall color (red)	fairly fast				
Carpinus betulus 'fastigiata'	Pyramidal Hornbeam	Columnar	401/201	Fall color (yellow)	moderate,dense			0	
Ginkgo biloba	Sentry Maidenhair	Columnar	60'/2 0'	Unusual & yellow fall color, use males	slow			0	
Populas nigra "Italica' or (alba 'Pyramidalis')	Lombardy Poplar or Bolleana	Columnar	100' /25'	Yellow fall 'color/ invading roots	fast	•			
Quercus robur 'Fastiglata'	Upright English Oak	Columnar	60'/20'	Broad, pyramidal when mature	fairly fast			0	
Acer campestre	Hedge Maple	Small tree	30' / 25'	Dense, round head	slow		0		
Halesia carolina	Carolina Siverbell	Small tree	30' / 25'	White blooms in May, yellow fall color	moderate		•		
Prunus species	Flowering plums	Small trees	30' / 30'	Variety of bloom colors	moderate		•		
Prunus species	Flowering cherries	Small trees	30'-40'/ 30'	Variety of bloom colors	moderate		•		
Styrax japonica	Japanese Siverbell (Snowbell)	Small tree	25' /20'	White fragrant blooms	moderate		•		
Acer rubrums Suggested Species:	Red Maple Bow Maple Karpick October Glory Red Sunset	Medium trees with rounded forms	70' / 40' 40' / 20' 50' / 30' 60' / 40' 50' / 30'	Fall color (red)	moderate moderate moderate moderate moderate		•		•
Cercidiphyllum japonicum	Katsura tree	Light, dainty branches & leaves	50' / 40'	Red or yellow fall color	slow		•		
Fraxinus Americana Suggested Species:	Autumn Purple Ash Autumn Applause Ash Rose Hill Ash	Pyramidal Pyramidal Pyramidal	60' / 40'	Purplish fall color Purplish fall color Purplish fall color	moderate moderate moderate		•		•

TREES BOTANICAL NAME	COMMON NAME	FORM	SIZE	FEATURES	RATE	Natural Area	Plazas & Formal Area	Esplan- ade	Parking Lots
Fraxinus Species Suggested Varieties:	Green Ash Marshall Seedless Summitt Ash	Compact Oval Crown	50'/30 60'/40' 50'/30'		moderate moderate moderate		•		
Gleditsia Species: Suggested Varieties	'Inermis' 'Shademaster' Honey Locust	Interesting Form/light airy habit		Yellow fall color	fast		•		0
Liquidambar styraciflua	American Sweet Gum	Pyramidal	50'/30'	Red fall color	moderate		•		0
Pinus Suggested Species: contorta densiflora nigra thunbergii	Shore Pine Japanese Red Pine Austrian Pine Japanese Black Pine	Irregular Irregular dense stout pyramid broad,	35' to 100' to 40'	Evergreen Evergreen Evergreen	fast fast slow	•	0		0
Quercus coccinea	Scarlet oak	light/open	80/50	Fall color (red)	fast fairly	1			
palustris	Pin Oak	pyramidal then round head		Fall color (red)	fast		•		•
SHRUBS									
BOTANICAL NAME	COMMON NAME	FORM	SIZE	FEATURES/CHARACTER					
Acer circinatum	Vine Maple	irregular	5-35'	fall color/form-natural area		•			
Arbutus unedo or compacta	Strawberry tree	round shrub/ tree	up to 35' 6'	broadleaf evergreen with white flower and red fruit		•	•		
Cistus ,	Rockrose	compact & spreading	2-5'	evergreen with showy flowers - good border and hardy		•			
Cornus stolonifera 'Flaviramea'	Yellow-twig Dogwood Red-twig Dogwood	multi- stemmed	15'	small white flowers, but grown for winter color of twigs and fall red color		•			
Cotoneaster franchetti	Franchetti Cotoneaster	Fountain- like	10'	orange-red fruit, pink flowers		•			

BOTANICAL NAME	COMMON NAME	FORM SIZE	FEATURES .	Natural Area	Plazas & Formal Area	Esplan- ade	Parking Lots
Eucnymus alata "alata 'compacta'	Winged Euonymus & Dwarf winged	dense & 10' twiggy 4-6'	Brilliant fall color Brilliant fall color	•	•		0
Mahona species aquifolium bealei nervosa	Oregon Grape Leatherleaf Mahonia Longleaf Mahonia	erect & 6' evergreen 12' & hardy 2'	fruit; fragant yellow flower and colorful, glossy leaf (holly-type)	•			0
Myrica californica	Pacific Wax Myrtle	multi- 30' trunk evergreen	glossy, green leaves	•			
Philadelphus species Virginalis	Mock Orange 'Minnesota snowflake'	fountain 6-8'	white fragrant flowers	•			
Raphiolepis indica 'Clara' 'umbellata	Indian Hawthorn Indian Hawthorn	evergreen 3-5' evergreen 4-6'	red new growth & white flowers white flowers, round, leathery leaves	•			0
Rhus typhina	Staghorn Sumac	interesting to 30' multi- trunk (spreads)	brilliant fall color and inter- esting fruit & fuzzy branches	•			0
Vaccipium ovatum	Evergreen Huckle- berry	evergreen 3-10' spreading then compact	clusters of bell-shaped flowers and edible fruit	•			
Viburnum plicatum 'tomentosum'	Doublefile Viburnum	to 15'	white flowers, fall color	•	0		0
GROUND COVERS							
Arctostaphylos uva-ursi	Kinnikinnick	spreads low to 15'	white flowers, red fruit	•	•	•	•
Cotoneaster dammeri	Bearberry Cotoneaster	spreads to 10'	fruit	•	•	•	•
Vaccinium vitis-idaea	Lingonberry	evergreen 1'	white flowers, edible fruit (red)	•	•		



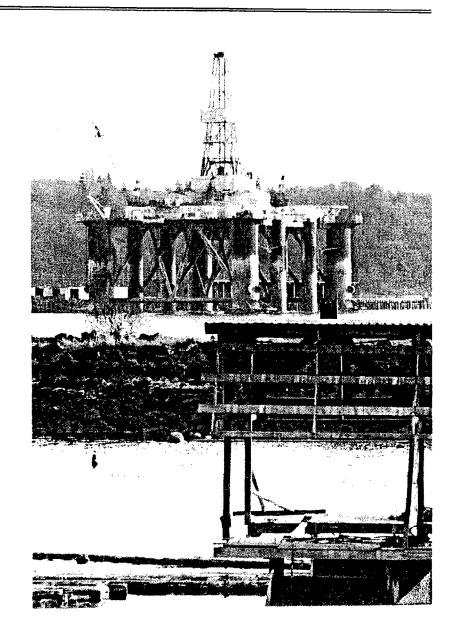
Special Features

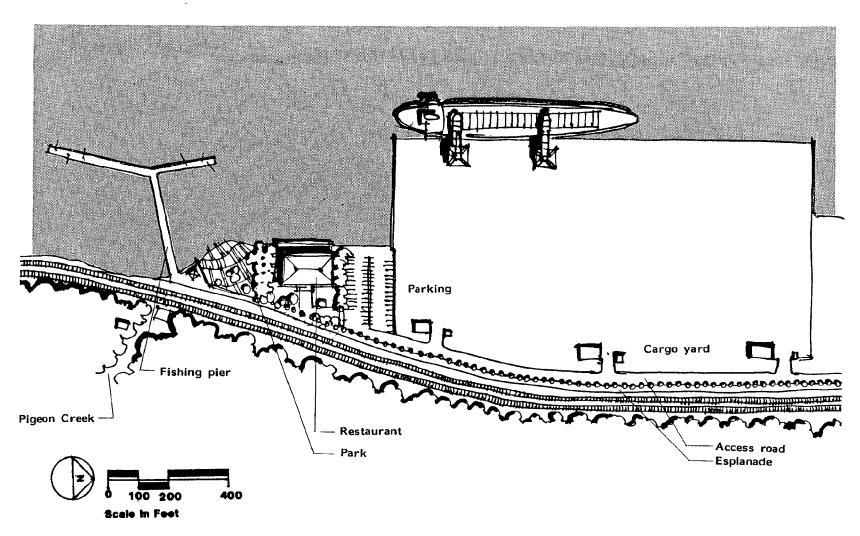
Because the Harborfront's resources, access points, and activities are scattered throughout its 4 mile length, the proposed public features are not clustered in one centralized location. Rather, it is proposed that each section of the shoreline have a public access point with recreational, interpretive or commercial features. In this way the full spectrum of marine related activities can be viewed and a wider variety of recreational opportunities enjoyed.

The dispersal of public attractions is another important reason the Marine View Drive/Terminal Avenue esplanade is a critical project element. The following list of special projects has been identified as elements that would not only accomplish shoreline access goals but also help to economically and functionally strengthen the harborfront as a whole.

Pigeon Creek Park/Fishing Pier

The Port of Everett has indentified the former Weyerhauser property as a preferred location for cargo area expansion. Just south of this area, however, is a small strip of land near Pigeon Creek which is intended for a park, fishing pier and restaurant complex. Such a facility would add an important recreational and commercial opportunity to the city as a whole and provide a pleasant destination point for the south Harborfront vistor.





Pigeon Creek Park/Fishing Pier/Restaurant

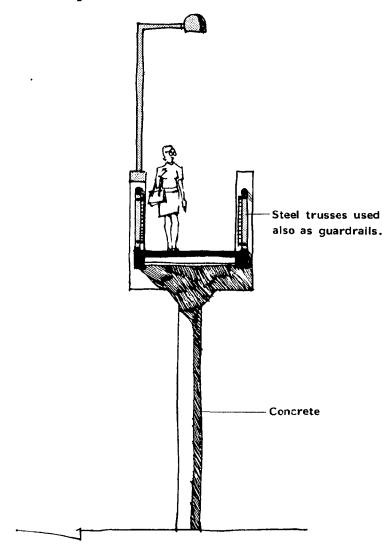
View Tower

The foot of California Street at the east edge of the log yard provides an excellent potential for an elevated platform to view log handling operations, and the Scott Paper Mill. Most importantly, it will be the closest accessable viewpoint to the Navy's Carrier Battle Group. A viewing tower at this point would be an especially valuable addition to the waterfront and an important attraction along the esplanade. Because it is also the Harborfront's closest point to the retail core, it also will serve as a strategic destination point, attracting visitors from Downtown. This latter function would be greatly enhanced by the construction of the pedestrian bridge across Norton and Terminal Avenues. Without the pedestrian bridge. steep grades and truck traffic make the walk from the downtown less desirable.

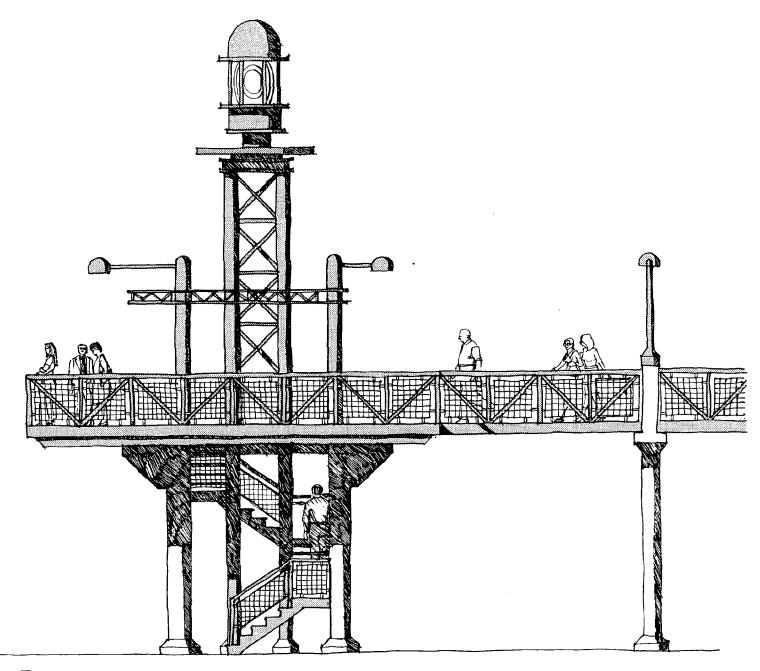
A related developmental objective of the view tower/pedestrian bridge is promoting redevelopment of the area between Downtown and the central waterfront, especially in the vicinity of the Everett Herald's office. By attracting attention and providing a local amenity, the link between the Harborfront and Jackson Center retail core will encourage development in this district.

The schematic illustration of the view tower shown here makes use of the marine industrial design character and incorporates a large light structure above the viewing platform so that the element is easily recognizeable from a distance. The platform itself is large enough to accommo-

date benches and tables, providing a place where downtown workers can enjoy a pleasant lunch in good weather.



Section through Pedestrian Bridge

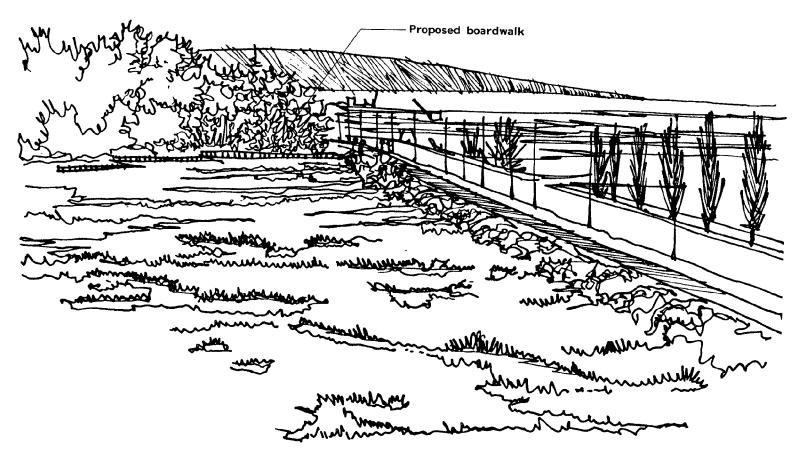


View Tower

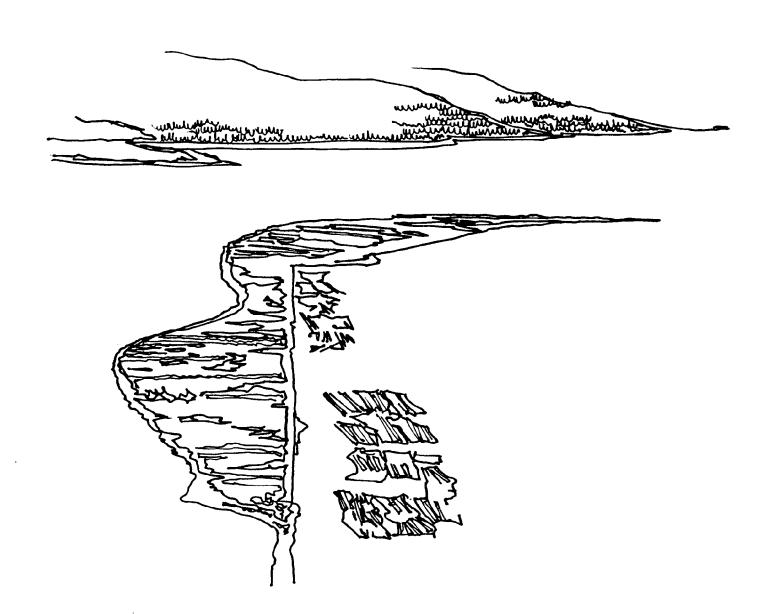
Salt Marsh And Jetty Island Nature Walks

Jetty Island, with its sea lion colony and water foul habitats, is an important natural resource. A self guided trail providing visitors with interpretive information and warning against behavior harmful to the wildlife would help to protect the

island's habitat and encourage its appreciation. Similarly the salt marsh east of the railroad tracks offers sancturary to numerous species and a boardwalk to a portion of this area would provide access for bird watchers and hikers. Signage and walking improvements over the railroad tracks are a necessary feature of this trail system.



Marine View Drive Salt Marsh Looking South



Jetty Island Looking North

Trade Center

Everett's Harborfront currently lacks a core focus for its commercial, industrial and recreational activities. A single intense, mixed-use facility could open up a range of opportunities for new business development, provide the Harborfront with a dynamic image, infuse human life and movement into the central shoreline west of Downtown, and provide a visible focal point for the Port's maritime activities.

This plan proposes that a Trade Center or "Harborfront Center" be planned just south of the Scott Paper Company property near the foot of Everett Avenue at Terminal Avenue. This location has many advantages:

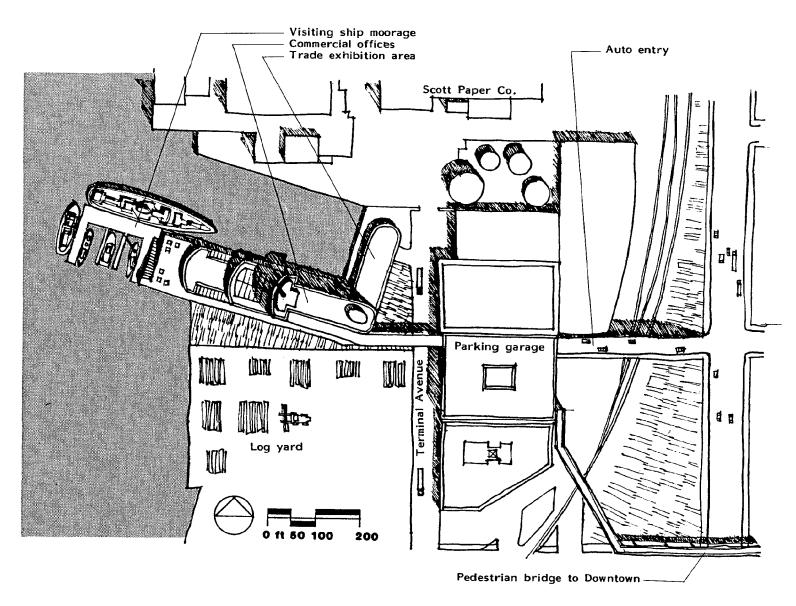
- 1. It is central to the waterfront activities and Port operations.
- 2. It is convenient to downtown with access to future parking from Everett Avenue.
- It offers dramatic views of the industrial activities and Navy Homeport.
- 4. It will impinge only minimally on the log storage yard.

Because its principal objectives are to promote maritime commerce and to enhance the Harborfront's role in the life of the city as a whole, the center should include a variety of activities:

1. Trade center meeting spaces, show rooms, and display hall for marine products and trade exhibitions. Also

- a reception area to greet foreign dignitaries and business leaders.
- 2. Port of Everett offices.
- 3. Appropriate retail services.
- 4. A waterfront interpretive center and, educational, informational, and/or research facilities. (e.g. oceanographic research center)
- 5. A public pier with open space and marine related visitor attractions (e.g. tour boats, snack stands, and outdoor display area).
- Moorage for visiting vessels, especially historic or unusual ships.
- 7. Restaurants and coffee shops.
- 8. Commercial office space.
- 9. A parking structure.
- 10. A pedestrian bridge linking Downtown and parking structure to the trade center.

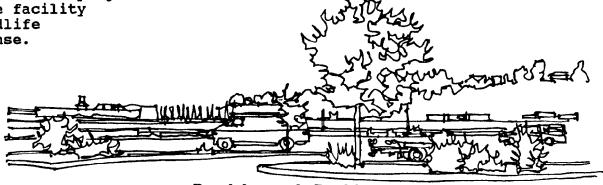
The development of a major trade center must involve cooperation and financing by public agencies. Given that Jackson Center in the Downtown is also a high priority public project, the phasing of the trade center must be strategized carefully. The two projects, however, serve completely different purposes and should not compete in the long term. Because the trade center as presently proposed is intended as an economically self sufficient facility geared to the Harborfront's overall commercial vitality, it's development should be geared to market demand and economic need.



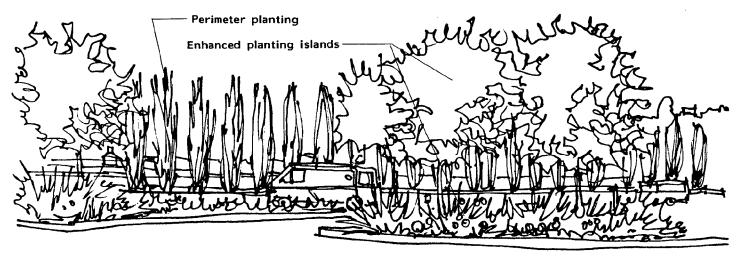
Trade Center Concept Plan

Boat Launch

Everett's boat launch and park is located on the north waterfront is an excellent and popular facility. However, minor landscaping improvements to the parking lot and the park itself would do alot to make the area more attractive. A ring of trees around the parking lot would help to define the facility and naturalistic landscaping of the open space east of the facility could provide visual and wildlife enhancement at a modest expense.



Boat Launch Parking Lot Current Conditions



Proposed Landscaping Enhancemement

Implementation

The public improvements recommended in this plan are intended to follow two separate implementation strategies. One set of improvements should be constructed as part of a major redevelopment project. For example, the construction of the esplanade from the Marina to the Downtown should be built as part of the street improvements to Marine View Drive to handle increased traffic from the Navy and related development. A second set of improvements are not tied directly to larger development projects. This set is intended to take a lead in promoting further development by providing access or attractions which will encourage private redevelopment effort. For example, the view tower and pedestrian walk at California Street would create public interest in that area that would encourage eventual redevelopment. Because they are not tied to a particular time table, the second set of projects should be prioritized according to their initial cost and ultimate benefit. A recommended phasing strategy for each of the major public improvement elements is outlined below. Each of the elements listed assumes that lighting, signage and accompanying landscaping are part of the individual projects.

Improvements Accomplished as Part of a Larger Project

MARINE VIEW DRIVE ESPLANADE

The construction of the fifteen foot wide walkway/bikeway with landscaping and street

furniture should take place as part of the reconstruction of Marine View Drive to accomodate increased Navy and Harborfront traffic, especially the section south of the Marina to California Street. The section directly east of the Marina may. have to wait until the adjacent buildings are redeveloped because of restricted right of way. These properties are in generally poor repair and reorganization of this area would greatly improve its efficiency and ability to support the Marina.

The area north of the Marina is currently being planned for a major hotel, residential, retail and recreational complex. The plans for this area should include improvements to the esplanade and the north side of 13th Street. If the development is delayed, the esplanade improvements should not be postponed but should be constructed along with the esplanade sections to the south so that the pathway/bikeway is complete to the Nord Door property. The existing pathway south of Nord Door can remain until that area is redeveloped.

SKYBRIDGE

Since the skybridge is intended to provide foot and bicycle access from the Downtown to the Navy base and adjacent sections of the esplanade, its construction should be a part of the major Marine View Drive Waterfront Access Project scheduled for 1987 - 1990. Engineering feasibility analysis for this project should also begin as part of the Marine View Drive street design. Improvements to Grand Avenue and the look-

out park at 21st street will be most effectively implemented along with the skybridge.

TERMINAL AVENUE ESPLANADE

This esplanade section has a lesser priority than the Marine View Drive portion because there is presently less foot and bicycle traffic and fewer attractions. However, when the proposed fishing pier/park/restaurant complex is developed and the view tower constructed, the esplanade will be an important access link. Also, any Port development or street improvement along Terminal Avenue, should, at a minimum, account for the ultimate esplanade configuration.

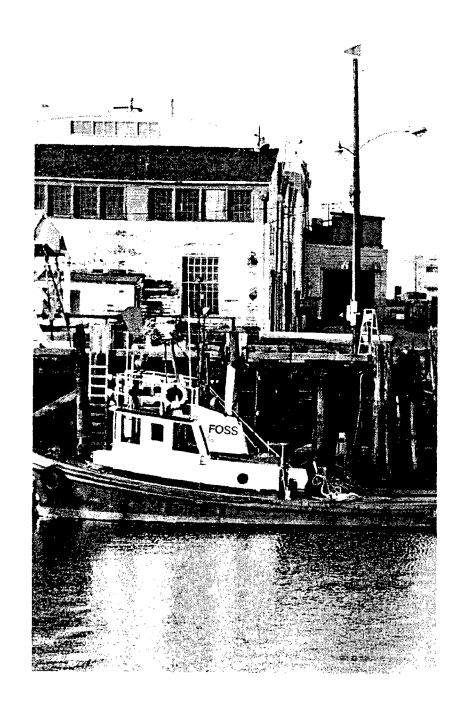
OTHER ACCESS ROUTES

North of the Marina, 13th Avenue should be upgraded as shown in the cross section as part of any Marina improvements or redevelopment to the north. The access road to the boat launch will experience much greater bicycle traffic once the esplanade is constructed so, at a minimum, bike and pedestrian lanes should be constructed when the esplanade connection is achieved.

Individually Initiated improvements

VIEW TOWER

Since it is important in linking Downtown to the central harbor and will be the only access point near the retail core the view tower should recieve high priority for public funding.



HEWITT AVENUE IMPROVEMENTS

Hewitt Avenue is another important link between Downtown and the Harborfront. As noted, earlier the implementation of this link and the ultimate character of the street is dependent upon the routing of truck traffic. If it is determined that truck traffic will be precluded from Hewitt, then sidewalk and median tree planting should begin soon in order to upgrade the street's appearance and encourage development. Bike lane and sidewalk improvements such as lighting can be accomplished later when the Terminal Avenue esplanade is constructed.

GUIDED NATURE TRAILS ON JETTY ISLAND AND THE SALT MARSH

Since these elements are relatively discrete in themselves and not tied directly to other development or public improvement strategies, they can be accomplished at any time. Both are relatively low budget and can be partially accomplished with volunteer groups such as the Boy Scouts or Audubon Society.

FISHING PIER/PARK/RESTAURANT COMPLEX

The usefulness of this effort is predicated

upon providing both automobile and pedestrian/bicycle access to the site. Also the ultimate use of the former Weyer-hauser property and its relation to the site is an open question. It is recommended that this project be accomplished with a funding package that includes a state grant for the fishing pier, access road construction by the Port of Everett, park improvements by the Everett Park Department and a private restaurant development on leased Port property.

BOAT LAUNCH IMPROVEMENTS

Despite its excellent and popular facilities, the boat launch area has an unfinished appearance. Landscaping of the parking lot and adjacent fields would correct this situation and should be included as part of the pedestrian access link if not implemented sooner.

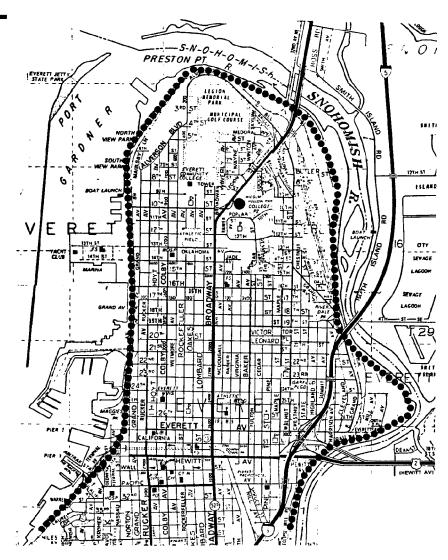
TRADE CENTER

The trade center, being an economic enterprise as well as a public improvement, is tied to the marketing of commercial space and the need for such a facility. It is recommended that a concept feasibility study be started as soon as possible through a joint Port/City effort.

Future Shoreline Access Planning The Harborfront-Riverfront Connection

This plan has focused on Everett's Posession Sound Harborfront. However, the Harborfront is only a portion of the City's potentially accessable shoreline. It presently appears feasible to continue the esplanade bikeway/pathway all the way from Pigeon Creek north around the Everett peninsula to the Riverfront area due east of the City. Accomplishing this connection would provide the opportunity to walk or bike the whole peninsula's shoreline experiencing the full range of Everett's waterfront resources. Establishing such access does more than simply provide recreation. It fosters greater community-wide appreciation of the waterfront's economic, ecological and historical importance, and similar projects have shown that it leads to more assertive environmental planning and development that is beneficial to the broader spectrum of community goals.

Seen in this light, the elements of this plan are only a first step in a larger effort to reconnect the shoreline back to the Everett and its citizens.



Projected Harborfront-Riverfront Esplanade Route

